

MILWAUKEE DAILY SENTINEL.

VOLUME XIV.—NEW SERIES.

BUSINESS CARDS.

HENRY WILD,
REAL ESTATE & MONEY BROKER
AND NOTARY PUBLIC,
No. 101 East Water Street, over Mainland Hall,
Milwaukee, Wisconsin.

W. H. WOODRUFF,
Books, Books, Newspapers, Notes and Drama bought
and sold; also antiques and collectibles made
and sold.

G. A. & J. C. STARKWEATHER,
ATTORNEYS AND COUNSELORS AT LAW,
MILWAUKEE, WISCONSIN.

OFFICE 171½ EAST WATER ST.

J. O. S. G. GUNNISON, MEMBER OF THE BAR.

REGULAR ATTORNEY.

ALL COMMUNICATIONS TO THE

ST. NICHOLAS RESTAURANT,

No. 16, W. Second Street.

Best Liquors, also Restaurants on Board.

Meals at all Hours.

Fees taken every day from 11 A.M. and 10 P.M.

E. J. TOWN, PROPRIETOR.

M. H. O'LEARY.

RAILROADS.

LAKE SHORE RAILROAD.

CHANGE OF TIME.

ON and after Thursday, July 21st, 1857, and until

Milwaukee and Chicago Railroad line

leaves Milwaukee, from Florida street, for Chicago and intermediate stations, 6:30 A.M., and 6:00 P.M.,

and 6:30 P.M., and 7:30 P.M., and 8:00 P.M.

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THE DAILY SENTINEL

KING, JERMAIN & CO.,
PUBLISHERS AND PROPRIETORS.

TUESDAY MORNING, JULY 21,

Republican State Convention.

A REPUBLICAN STATE CONVENTION will be held at Madison, on Wednesday, the 2d of September next, at 12 M., for the purpose of nominating candidates for State Officers to be elected in November.

Each Assembly District will be entitled to two delegates in the Convention.

L. P. HABER

J. E. FLEISCHER

J. C. COOKE

W. H. BROWN

THOM. R. KYNOLDS

J. L. GARDNER

EDWARD LEELEY

Wisconsin State Central Committee.

Madison, July 6, 1857.

For Commercial and Latest News, see next page.

Letters from Europe.

The steamship *Vanderbilt* from Southampton and *Asturias* from Liverpool, with dates to the 18th inst., arrived at New York yesterday. The intelligence they bring is of more than ordinary interest. Italy is again the theatre of a partial, but probably unsuccessful revolution. The Republican candidates have been elected in Paris, Spain continues to show signs of intestine commotion. The revolt of the native troops in India has met with sanguinary punishment. The markets show but little change.

The Minnesota Convention.

Our newly elected Democratic contemporary, the *American*, gets on in a way which promises to bring it up to the usual standard of misrepresentation, characteristic of the journals of its party. The latest evidence of this is the following paragraph relative to the Minnesota Convention:

At the appointed hour the Convention was called to order by Mr. Chase, the Secretary of Territory, and immediately after an adjournment was moved until the next day. Sufficient of the Republicans voted in favor of the adjournment, while the Democrats and others who were undecided, voted to adjourn. When the Democrats adjourned, the Republicans, with the motion that they were the Convention proceeded to organize and conduct business in their own style and fashion.

The idea that any of the Republicans voted to adjourn is sufficiently absurd, in view of the fact that they all remained, and, constituting a legal quorum of the members elect, proceeded to business, while the Slave Democracy, defeated at all points, withdrew to another place, to go through the "motions" being a minority of the members elect. It is a very ridiculous farce on the part of the minority, and some of them, one would think, must be ashamed of it.

Canadian Railways.

The *Toronto Globe*, of the 16th instant, in an article depreciating the commencement of any more railways in Canada until those now under way are completed, gives the following list of lines now in actual operation:

	Miles.
Bafalo, Brantford and Goderich,	114
Cobourg and Peterboro'	23
Champilln and St. Lawrence	44
Great Northern	30
Grand Trunk	503
London and Port Stanley	548
Montreal and Lachine	5
Montreal and New York	5
Ottawa, Sudbury, Huron	54
Ottawa and Prescott	42
Port Dalhousie and Lindsay	5
Port Dalhousie and Thorold	5
Total building	1555
In addition, there are the following lines now building:	
Miles.	
Bafalo, B. & G. extension	44
Great Western, extension	56
Grand Trunk, extension	20
Port Dalhousie and Thorold, extension	75
Port Dalhousie and Ottawa	54
Total building	344

In addition, there are the following lines now building:

	Miles.
Bafalo, B. & G. extension	44
Great Western, extension	56
Grand Trunk, extension	20
Port Dalhousie and Thorold, extension	75
Port Dalhousie and Ottawa	54

Total building

The cost of these roads, (about 2,000 miles in all,) the *Globe* sets down at One Hundred Million of Dollars, (\$50,000 per mile) the weekly expenses of running them at \$100,000, or \$4,200,000 per annum; and the annual interest on the capital invested, \$6,000,000.In view of these figures the *Globe* recommends due caution and deliberate scrutiny before engaging in any further enterprises of this character.

The advice is sound, but would not, probably, be heeded in this case, were it not that the general distrust of Railway securities now prevailing, renders it a matter of extreme difficulty, if not impossibility, to borrow money for Rail-road purposes.

A glance at the table given above will show what progress our Canadian friends have made, within the last five or six years, in building Rail-Roads. They have caught the "go ahead" spirit of their American neighbors and seem determined to improve to the uttermost the natural capabilities of their fine Province. Aided by liberal grants of land and money from the Home, as well as the Colonial Government, they have pushed their lines in every direction and, now, with the aid of numerous first-class propellers, playing between the British ports and Quebec and Portland, confidently anticipate receiving a good share of the Passenger and the great bulk of the Emigrant travel. It is this part which invests the Canadian Railway system with especial interest to us in Milwaukee. The completion of the Detroit and Milwaukee and Port Huron and Milwaukee Railways, and the establishment of the Steam Ferry across Lake Michigan, binds together; by indissoluble links, our Railway system with that of Canada. We shall then be able to offer to the traveller, bound East, or the Emigrant going West, a first class thoroughfare, one hundred and sixty-six miles shorter than the present route by way of Chicago. This decisive advantage, added to the superior comfort, speed and beauty of our Air-Line Route, cannot fail to secure for it the great bulk of the through trade and travel, Emigrant as well as Passenger, between the East and the West. And of this fertilizing and ever-increasing stream Milwaukee is to be the greatest Receiving and Distributing Reservoir.

DODGE DOUBLE DURY.—The *Newspaper*, besides doing active service for our pro-slavery masters in abusing its opponents in the free states, finds it necessary to slander the few anti-slavery men who are gaining courage to speak their sentiments in the slave states, and it characterizes the late Convention at Covington, Ky., as made up of "one or two dozen Black Republicans from Ohio, aided by a few drunken leaders in Covington."The demands of the Slave propagandists upon the manhood of their northern allies must be very exacting to call for such an effusion of abuse, but we presume the *Newspaper* has no alternative but to obey.

THE DECLARATION REJECTED IN ILLINOIS.—It is said that in a certain town in Southern Illinois, on the 4th of July, the highly Democratic population, having heard something of the bare-skin character of the Declaration of Independence, refused to hear it read, till a wag asserted it was written by Senator Douglas.

The reader was then allowed to proceed, but when he came to the passage declaring "all men are created equal," the sturdy Democratic spirit could bear it no longer, and the crowd went off cursing the "abolitionists" and declaring that "Douglas was too good a Democrat to write such stuff."

DEPUTY U. S. MARSHAL.—FOND DU LAC CO.

We learn that Mr. M. J. THOMAS, the U. S. Marshal for this State, has appointed GEORGE WILLIAMS, Esq., of Fond du Lac, his Deputy for that coun-

McGregor, St. Peter & Missouri R. R. Company.

This Company, under its new organization, has adopted a plan for operations, similar in some respects to that now used by the Milwaukee & Horicon Railroad Co.

They propose to have one-half of the subscriptions in Government lands and other low-priced lands near the located line of the road, and to expend the other half in construction. The lands to be annually appraised, and portions thereof sold under the directions of the Board.

The *Madison Times*:

The report of the committee of residents at present is as follows:

A REPORT OF THE COMMITTEE OF RESIDENTS FOR THE USE OF THE CONVENTION.—At the meeting of the Convention, on Wednesday, the 2d of September next, at 12 M., for the purpose of nominating candidates for State Officers to be elected in November.

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It was a disappointment to all, that the President of the leading city of the State was unrepresented, as, indeed, was that of all the cities of Southern Wisconsin. The *Badger State*, published at Portage City, the recent Convention of our Wisconsin Free men, had, in summing the incidents of that pleasant gathering, says:It was a disappointment to all, that the President of the leading city of the State was unrepresented, as, indeed, was that of all the cities of Southern Wisconsin. The *Badger State*, published at Portage City, the recent Convention of our Wisconsin Free men, had, in summing the incidents of that pleasant gathering, says:It was a disappointment to all, that the President of the leading city of the State was unrepresented, as, indeed, was that of all the cities of Southern Wisconsin. 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